

Metro Safety, Accountability and Investment Act of 2019

Renew Federal Commitment for WMATA Capital Investments

- Reauthorize PRIIA funding for an additional 10 years, FY 2020 – FY 2029, at an annual level of \$150 million.
- Include an additional \$50 million per year in federal funding that is not subject to local match
 - \$45 million for financing capital and preventative maintenance projects and \$5 million for the Inspector General, contingent on non-federal match of \$5 million, for total of \$10 million, an increase in overall IG resources from recent year levels.
 - Requires WMATA to enact the below reforms in order to get this extra \$50 million.
- Restriction on Use of Funds: Restriction on using any funds authorized in the bill on a contract for rolling stock from a country that meets certain criteria related to illegal subsidies for state-owned enterprises.

Tie the additional \$50 million per year in federal dollars above status quo to changes to safety, oversight, and governance.

- Increase Oversight by Empowering Inspector General
 - Provide Inspector General with increased flexibility in recruiting and employee management practices outside of WMATA's general policies to allow for the IG to recruit top-tier talent.
 - Provide Inspector General with additional flexibility in making necessary capital expenditures.
 - Include strong oversight and reporting measures to ensure proper Congressional oversight.
 - Require Inspector General oversight reports at 2 and 5 years of new federal funds in this bill, as well as of state dedicated funds and policies enacted in 2018.
- Establish track safety task force to develop best principles and practices through collaboration of WMATA Chief Safety Officer, WMATA Chief Operating Officer and workforce representatives.
- Establish bus safety task force to ensure appropriate procedures and systems are in place to protect Transit Authority employees engaged in bus operations as well as riders.
- Implement policy and procedures for a new capital planning process and improve the transit asset management planning process. Require the Government Accountability Office to review WMATA implementation of reforms after 3 years.
- Reinforce restrictions on the activities of alternate WMATA Board members to provide more effective Board management and oversight.
- Prioritize the implementation of new cyber security protections and the integration of wireless services and emergency communications networks.